

Mary Fitzpatrick

Fianna Fáil Dublin Central

I broadly support the proposal for an underground highspeed rail service in Dublin City. Dublin is the third most congested city in the world with the worlds slowest moving peak hour vehicle traffic.

For environmental, economic social reasons the state must provide citizens of Dublin City with the opportunity to move from private vehicle use to public transport. In this context I broadly welcome the proposal for an underground highspeed rail service for Dublin City. However, the massive gap between the proposals of Government press releases and the reality of every day lived experience of city commuter is immense. Additionally citizens are deeply concerned over the increasing trend of expensive big project Government announcements and the lack of value for money and delivery.

Observations:

Before seeking planning approval and funding for the proposed MetroLink the NTA/TII should do the following:

- Demonstrate the economic and environmental justification for such a significant investment now that the MetroLink has been reduced to a Stephens Green to Northside service, is only one route and does not extend to south city suburbs.
- Address in detail the concerns raised by in submissions from various individuals, residents and voluntary groups in Phibsborough, Drumcondra and Glasnevin. Most specifically the concerns raised by the Blend Residents Association, GADRA, Mobhi Road, IDRA, Na Fianna Clg, Homefarm FC, Scoil Chaitriona, Scoil Mobhí, Glasnevin Boxing Club, Cabra 4 Youth and Cabra Kayak Club
- Commission an independent comparative study of alternative transport solutions e.g. extending luas cross city from Broombridge to the airport and swords
- It is extremely difficult to make comment on the stations/ventilation shaft because of insufficient available detail. Detailed design information should be released and consulted on prior to any application for planning permission and/or funding.
- **Griffith Park Station:** Appendix J of the MetroLink Preferred Route Design Development Report pertains to Griffith Park Station and **ONLY** includes preliminary details of the proposed station layout and depth and length. The station entrance is proposed to be located at the southern end of the station adjacent to the existing entrance to Whitehall College of Further Education. The management of the public space **must be** addressed and agreed with residents **PRIOR** to planning application or approval
- **Glasnevin Station:** Will be the largest station on the Metro line. To facilitate the station the proposal is to demolish Des Kelly's, offices and Hedigans Brian Ború Public House. Details of the management of this new public space **MUST** be made clear and agreed with existing residents

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and businesses prior to planning approval. Harts Corner is a significantly congested traffic area and the development of this stop should be used to create dedicated safe pedestrian and cycle routes through Harts Corner from Glasnevin to Phibsborough village. The NTA/TII must consult with IDRA, Cabra 4 Youth and Cabra Kayak Club and the residents of Shandon and Coke Oven Cottages and agree access plan for the duration of the construction period.

- **Mater Station (Berkeley Road):** It is proposed to locate the Mater Station in the Mater Plot or the Four Masters Park. I object to the proposal to use Berkeley Road's Four Masters' Park as a machinery depot while construction is underway; an estimated time of six years and subsequently as a station. I oppose the closure of Berkeley Road for six year while construction is underway, without consultation and with complete disregard for the small businesses along that street. NTA/TII must demonstrate why it cannot use the other alternative station and machinery depot sites in the vicinity i.e. the already constructed €20m metro station box on Eccles street, the site previously earmarked for the National Childrens Hospital and/or Egans Cash & Carry on the North Circular Road.
- **Albert College Park (ventilation shaft):** This shaft will provide both intervention and ventilation for the tunnel length between Collins Avenue and Griffith Park. At the time of making this submission the NTA/TII were unable to provide details of how much land would be required to facilitate the construction of the intervention and ventilation shaft. The area of land and structure design should be released to the general public prior to being submitted to An Bord Pleanála as part of the Railway Order application.

Thanks in advance for your consideration of this submission.

Sincerely,

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